

(a) Fatigue limits must be established by tests, or analysis based on tests, for propeller:

(1) Hubs.

(2) Blades.

(3) Blade retention components.

(4) Components which are affected by fatigue loads and which are shown under §35.15 to have a fatigue failure mode leading to hazardous propeller effects.

(b) The fatigue limits must take into account:

(1) All known and reasonably foreseeable vibration and cyclic load patterns that are expected in service; and

(2) Expected service deterioration, variations in material properties, manufacturing variations, and environmental effects.

(c) A fatigue evaluation of the propeller must be conducted to show that hazardous propeller effects due to fatigue will be avoided throughout the intended operational life of the propeller on either:

(1) The intended airplane by complying with §23.907 or §25.907 of this chapter, as applicable; or

(2) A typical airplane.

[Amdt. 35-8, 73 FR 63348, Oct. 24, 2008]

§ 35.38 Lightning strike.

The applicant must demonstrate, by tests, analysis based on tests, or experience on similar designs, that the propeller can withstand a lightning strike without causing a major or hazardous propeller effect. The limit to which the propeller has been qualified must be documented in the appropriate manuals. This section does not apply to fixed-pitch wood propellers of conventional design.

[Amdt. 35-8, 73 FR 63348, Oct. 24, 2008]

§ 35.39 Endurance test.

Endurance tests on the propeller system must be made on a representative engine in accordance with paragraph (a) or (b) of this section, as applicable, without evidence of failure or malfunction.

(a) Fixed-pitch and ground adjustable-pitch propellers must be subjected to one of the following tests:

(1) A 50-hour flight test in level flight or in climb. The propeller must be op-

erated at takeoff power and rated rotational speed during at least five hours of this flight test, and at not less than 90 percent of the rated rotational speed for the remainder of the 50 hours.

(2) A 50-hour ground test at takeoff power and rated rotational speed.

(b) Variable-pitch propellers must be subjected to one of the following tests:

(1) A 110-hour endurance test that must include the following conditions:

(i) Five hours at takeoff power and rotational speed and thirty 10-minute cycles composed of:

(A) Acceleration from idle,

(B) Five minutes at takeoff power and rotational speed,

(C) Deceleration, and

(D) Five minutes at idle.

(ii) Fifty hours at maximum continuous power and rotational speed,

(iii) Fifty hours, consisting of ten 5-hour cycles composed of:

(A) Five accelerations and decelerations between idle and takeoff power and rotational speed,

(B) Four and one half hours at approximately even incremental conditions from idle up to, but not including, maximum continuous power and rotational speed, and

(C) Thirty minutes at idle.

(2) The operation of the propeller throughout the engine endurance tests prescribed in part 33 of this chapter.

(c) An analysis based on tests of propellers of similar design may be used in place of the tests of paragraphs (a) and (b) of this section.

[Amdt. 35-8, 73 FR 63348, Oct. 24, 2008]

§ 35.40 Functional test.

The variable-pitch propeller system must be subjected to the applicable functional tests of this section. The same propeller system used in the endurance test (§35.39) must be used in the functional tests and must be driven by a representative engine on a test stand or on an airplane. The propeller must complete these tests without evidence of failure or malfunction. This test may be combined with the endurance test for accumulation of cycles.

(a) Manually-controllable propellers. Five hundred representative flight cycles must be made across the range of pitch and rotational speed.